



CHAPTER 3: **Creating West Henderson's New, Balanced Community**

LAND USE INFORMS THE CREATION OF A BALANCED COMMUNITY

Land Use Analysis

Why It Matters

The West Henderson area is under constant pressure for rezoning, including pending requests to rezone base employment lands for residential and other uses. The Las Vegas region is one of the faster growing areas in the country. For perspective, development within the Las Vegas region consumed 100,000 additional acres within the last decade. Although development has slowed, reemerging activity is anticipated to primarily occur around the outer edges of the metro area, including West Henderson. Historic and emerging growth demands have been dominated by residential uses, often in the form of master-planned communities, which creates pressure on available lands needed for employment centers

Areas of Stability:

Developed
Environmental Constraints
5,444 / 43%

Areas of Transition:

Proposed Development
Desert Edge Transition
5,368 / 42%

Areas of Change:

Vacant
Not compatible
1,949 / 15%

and related uses. The majority of West Henderson remains vacant with an opportunity to grow.

Goals for developing a balanced community include:

- Ensure a diverse set of choices of housing, employment, and retail services to maintain the City as a vital community.
- Align land use and transportation plans with local and regional economic development plans.
- Promote resource-efficient land use and development practices.
- Raise the bar of quality design and development by working with developers to provide well-designed and long-lasting projects throughout the community.
- Integrate with the desert environment such that natural landscapes weave through the built environment to add beauty, provide wildlife corridors and habitat, and give the community a unique image and closer identity with the desert environment.

What We Have Heard

- Create a balance of land uses - base industries, commercial, mixed use and livable communities - that support Henderson as an economically sustainable community.
- Create the entryway to the Las Vegas Valley from Southern California.
- Maintain a strong employment base that capitalizes on the area's unique position relative to regional transportation and the airport.
- Create new economic centers versus strip commercial and transition to strong mixed use centers.
- Recognize existing plans of both agencies and private developers.
- Create a holistic master plan that utilizes the local constraints as assets.

“This is one of Henderson’s most developable sites and is the key gateway from Southern California”

Overview

There are 12,661 total acres of land in the West Henderson Study Area, the majority of which are currently vacant (87.3%). The study area was expanded to include adjacent lands within Clark County, however the majority (10,798 acres) of the land is within Henderson City limits. The Bureau of Land Management administers 7,230 acres. Land associated with the airport is the largest developed use, with a limited amount of residential, hotels/resorts, and schools. The main employers in West Henderson are the Henderson Executive Airport and M-Resort, a hotel and casino/spa facility, and Levi Strauss. A FedEx logistic center will add jobs in 2014.

Of the areas that are not vacant, 4 percent is industrial. Another 44 percent is public or civic uses, which includes a Clark County School District facility, Henderson Executive Airport, and some government buildings. About 16 percent of the land area is commercial uses, including tourist commercial.

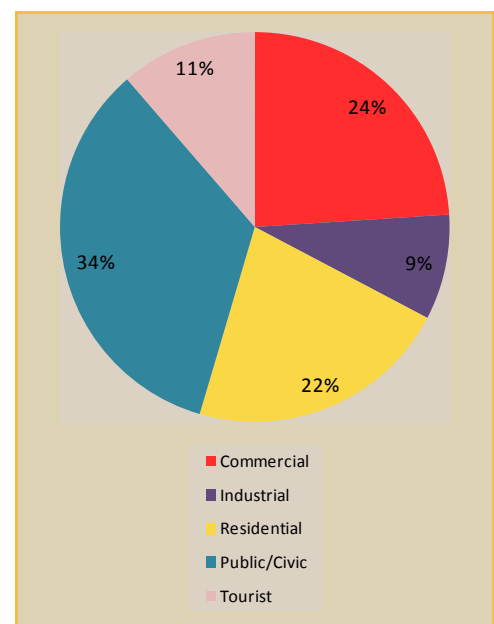
Areas of Stability, Transition & Change

A range of physical and other constraints exist in West Henderson. There are 5,444 acres of substantially constrained land in the subarea. These areas are Areas of Stability or areas that are not likely to change within this planning horizon and include already developed areas. Already developed areas include the Henderson Executive Airport, built portions of Inspirada, and the M Resort and adjacent development.

The edge of the McCullough Range extends into the southwest part of the study area, creating a dissected landscape along the NCA boundary, with areas of steeper slopes. Almost 621 acres of the area have slopes greater than 20 percent and another 610 acres have slopes of 15-20 percent. These slope conditions present limits to some types of uses and are subject to the conditions in the City's Hillside Overlay Zone.

The area bordering the Sloan Canyon NCA and the approach to the proposed visitors' center is identified in the City's Open Space Plan and in other planning documents as an area where future uses should be sensitive to the context and provide for a thoughtful transition between urban uses and the NCA. Approximately 1,245 acres are located within the Desert Edge Transition Area. An additional 281 acres in the northern section of West Henderson are within a defined 100-year floodplain, portions of which would be mitigated through existing and planned projects implemented by the Clark County Regional

Existing Land Use	Acreage	Percent of Overall Acreage
Commercial	110	0.2%
Tourist Commercial	80	0.7%
Business Industrial	130	1.2%
High Density Residential	20	0.2%
Medium Density Residential	20	0.2%
Low Density Residential	115	0.9%
Very Low Density Residential	10	0.1%
Public/ Semi-Public	7,000	6.5%
Vacant	10,850	86.5%
Other (ROW)	400	3.8%



Flood Control District and other entities.

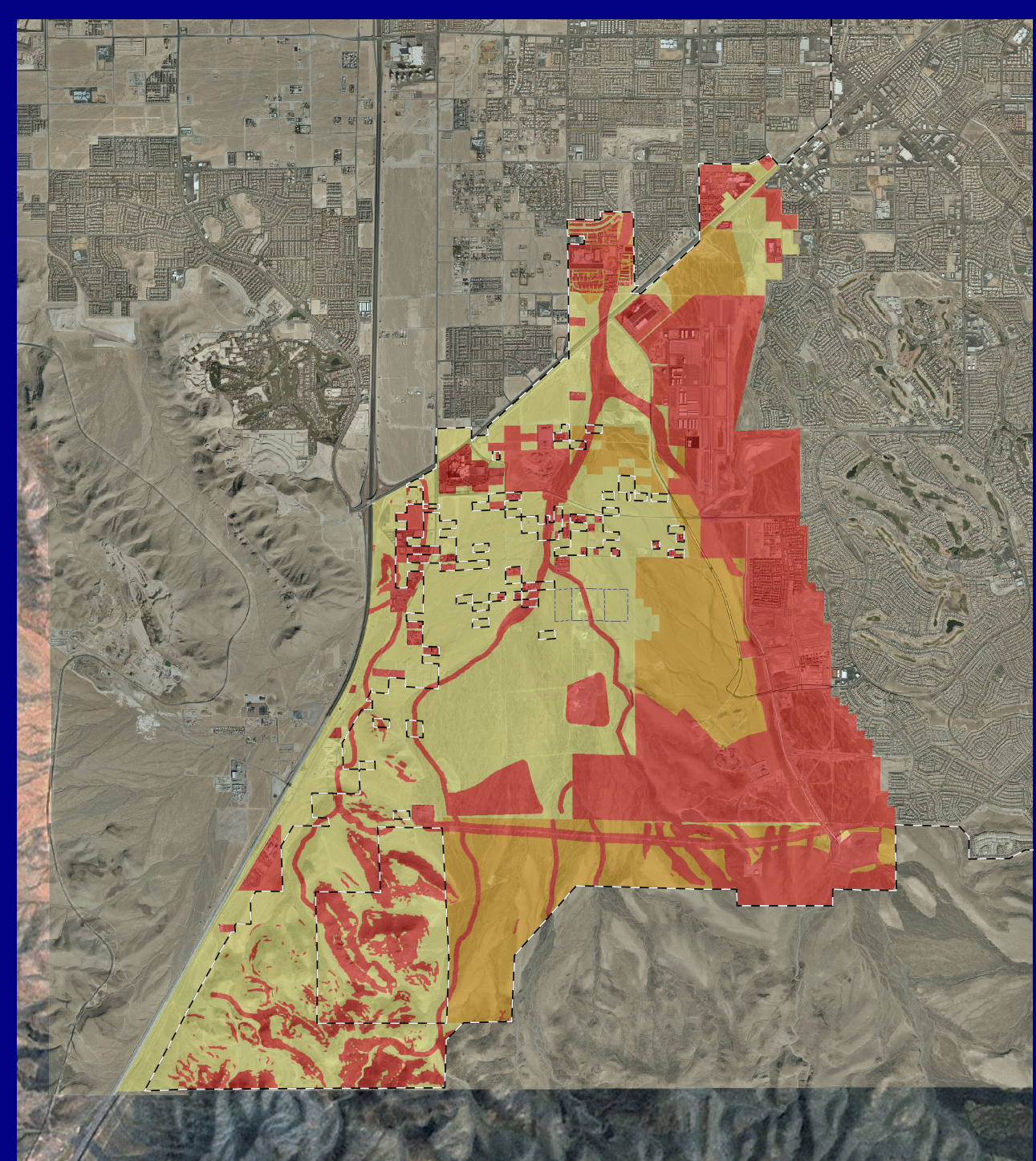
The Henderson Executive Airport is located on the northern edge of West Henderson. Airport noise creates impacts that affects 282 acres of surrounding land. Areas within the noise environs contour range of above 60 decibels are compatible for industrial, some commercial, recreation and parks, and agricultural uses. This land is included in the Areas of Transition.

Areas of Transition, land with pending development with some limitations, include the Limited Transition Area (LTA) and the Inspirada Planned Community. The West Henderson Commerce Center is located within the southern part of the 502-acre LTA. The northern part of the LTA is located west of the airport. Acquired through the Omnibus Public Land Management Act of 2009, the Commerce Center is envisioned as a “premier business and employment center for the Intermountain West.” The Act provides for the transfer of land from the BLM to the City to be sold for the sole purpose of nonresidential uses and certain public uses. Strategically located near the airport, land uses within the LTA should be compatible with airport noise planning. The 350-acre Commerce Center will provide an opportunity for employment and business development to serve not only West Henderson but the entire Las Vegas Valley as well as a gateway for southwestern US.

Inspirada spans 1,760 acres in the southeast area of West Henderson. The planned community consists of seven residential villages and a Town Center, a planned 350-acre mixed use commercial development.

Approximately 1,660 acres currently remain undeveloped. Northern segments abutting Anthem have already been constructed. At complete build out, the community is expected to have 8,500 housing units in the residential villages with an additional 3,500 - 5,000 units in the Town Center.

Areas of Change, which include areas that are vacant, available for redevelopment or areas that are not compatible with planned uses, cover a substantial portion of the land in West Henderson. A total of 1,949 acres, or 15 percent, of West Henderson falls in this category.



Land Use and Constraints Analysis

- | | |
|---|--|
|  Areas of Stability |  City Limits |
|  Areas of Transition |  State & National Guard Offices |
|  Areas of Change | |



LOGAN SIMPSON DESIGN INC.
Date: 5/13/2014

FISCAL BALANCE

A community's fiscal environment can be described as a "three-legged" stool, balancing nonresidential development, municipal services and amenities, and residential development. The first "leg" of the stool -- nonresidential development -- typically provides the majority of revenues to support municipal services. Municipal services and amenities, the second "leg", attract residents and maintain their quality of life. The third "leg" -- residential development -- generates the spending and employees to support nonresidential business. In order for a community to operate in a fiscally sound manner, this balance must continually be maintained, even through changing economic cycles. A community's return on investment from development growth is largely determined by this balance.

The City of Henderson has had great success in maintaining a high quality of life for its residents, as evidenced by a high level of service and community amenities. The City recognizes now the need for additional revenue-generating, nonresidential development to offset the costs of providing these amenities. If the entire Henderson community is considered a "portfolio of assets," then West Henderson represents the engine for revenue generation.

The framework plan resulting from the community planning process represents a fiscally-balanced land use plan which:

- Offers a balanced mix of land uses, which is flexible enough to respond to current and future market conditions;
- Captures the community's vision for a high level of services and amenities; and
- Allows the City to better achieve long-term economic sustainability.

The City's biggest fiscal challenge in the future will be to maintain the high level of municipal services and amenities that its residents have enjoyed, while still accommodating economic development growth. While many "first-ring" suburbs have a relatively constrained environment for new development, Henderson enjoys ample room for expansion in the West Henderson area.

Economic Development

Targeted mixed use centers as a subcategory of the existing Mixed Use future land use:

- *Urban*
- *Employment*
- *Community*
- *Neighborhood*
- *Special Districts*

Two complementing, compact Urban Centers, connected by transit, and serving both existing and future households.

3 Special Districts focusing on targeted industries and sports and entertainment venues; 4 Community Centers with locally-serving retail; and a Business Corridor focusing on the airport and supporting industries.

Public Spaces and Civic Uses

Defined placemaking features, including civic areas, neighborhood centers, and schools.

Greenways and trails connect the natural environment with neighborhoods, centers, and parks.

3 great parks, each with a unique experience, and including the Sloan Canyon Gateway Park to interface with and transition into the Sloan Canyon NCA.

Housing

A range of housing types, from mixed use to single-family, to conservation and active living neighborhoods.

25 distinct neighborhoods of 800 to 1,200 units, each with a centrally-located neighborhood park.

Distributed neighborhood amenities from greenways to a regional mountain park.

Transportation

Framework Streets:

Larger east/west and north/south complete streets

Character differs between east/west streets which are residential-oriented, and north/south streets which are industrial/employment-oriented

Increased connectivity by moving towards a highly connected network, which can reduce overall street sizes.

Contextual, phased transit system that includes bus managed lanes, center-running BRT, dedicated-lane BRT/ streetcar, and a shuttle to Sloan Canyon, with regional connections and park-n-rides.

Balanced Community

Development of a balanced community guided by an adaptive management plan and directed by four guiding elements: Economic Development; Housing; Transportation & Infrastructure; and Parks, Recreation, Trails, Open Space & Schools.

Creation of a community in which people can live, work, and recreate.

Concentrated areas of industrial and commercial surrounded by supporting neighborhoods and amenities within walking distance.

PLAN FRAMEWORKS - BIG IDEAS

Economic Development Framework

Overview

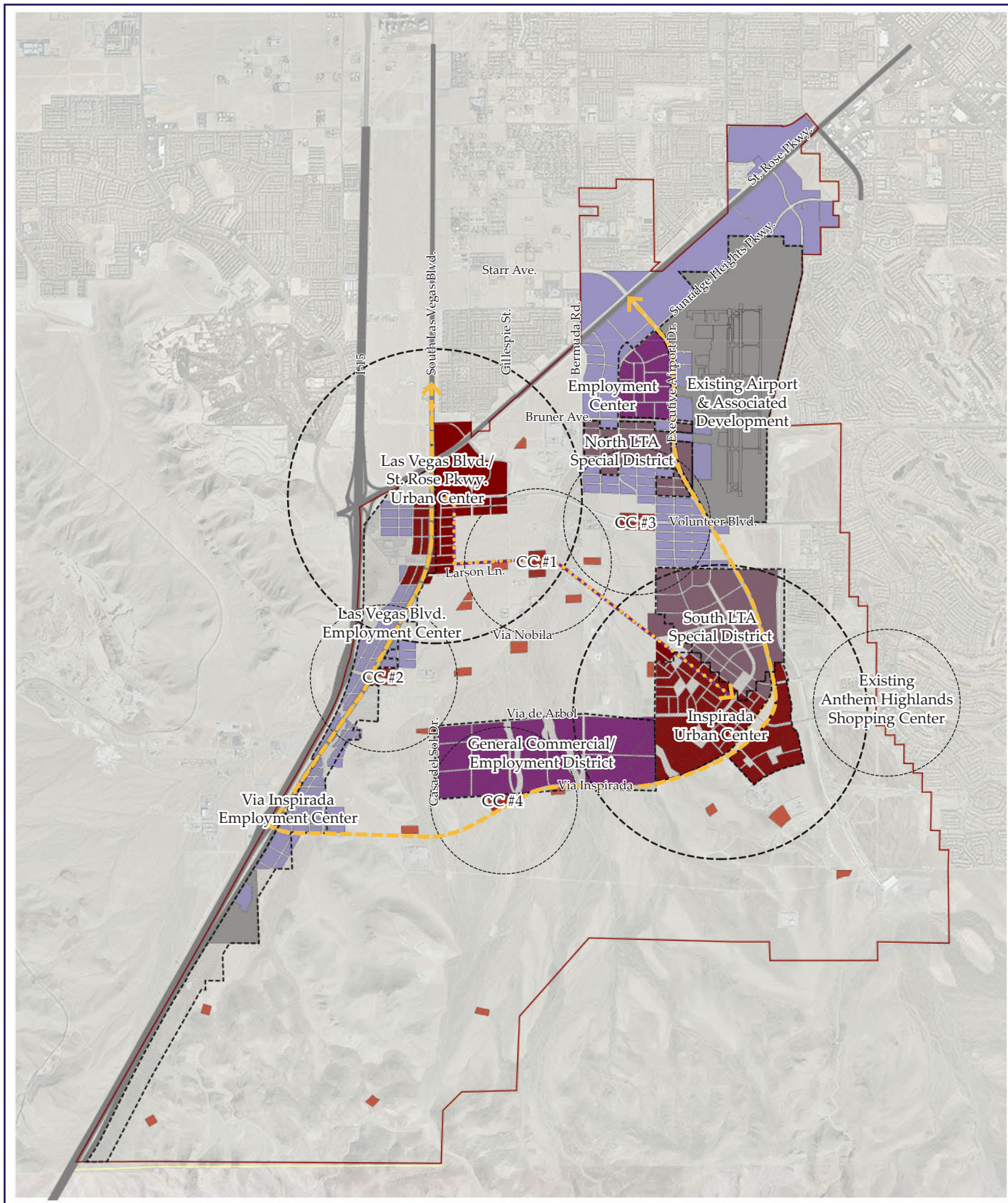
West Henderson has the potential to become the major economic engine for the City. Its proximity to I-15, the Henderson Executive Airport, and the inclusion of the LTAs put it in a position to provide needed office, commercial and industrial development to support existing housing areas.

High quality development, and the inclusion of two urban centers will create a setting for high-quality residential development that will attract the full range of executives, professionals, employees and families who work in these facilities. The planning area sits at the crossroads of not only I-15, but additional arterials such as St. Rose Parkway. With additional planned interchanges at I-15 and Sloan and at I-15, midway between Sloan and St. Rose, the area is a highly desirable location for investment.

Two great centers are structured around the existing housing base: Anthem and Inspirada will support the Inspirada Urban Center, and the existing residential areas across I-15 and St. Rose Parkway will support the Las Vegas/ St. Rose Urban Center. The Inspirada Urban Center is anchored by a new great diagonal transit route, and is at the intersection of multiple forms of transit. The Las Vegas/ St. Rose Urban Center is supported by two interchanges at either end, feeding an internal center. A series of smaller Community Centers are strategically located toward the interior of the site and along transit routes. An Employment Center corridor runs north/south, supporting both the LTAs and the Henderson Executive Airport.

Design Principles

Center	Service Area	Size	Transp.	Comm./ Emp.	School/ Parks	Transit Service	Spacing
Neighborhood Center	800 - 1,200 Households	(1) 5-Acre block	Arterial Road Proximity	Nbhd. Retail/ Gathering Area	Elementary School & Nbhd. Park	1/2-Mile Proximity to Transit	1/2-Mile
Community Center	4 Nbhd. Centers & associated neighborhoods	(3 - 4) 5-Acre blocks	Arterial Road Adjacency	Grocery- Anchored Mixed Use	Middle School & Community Park	1/4-Mile Proximity to Transit	1 - 2 Miles
Employment Center	4 Community Centers & associated Nbhd. Centers & neighborhoods	Generally 5-Acre blocks, capability to include larger blocks as needed	Regional Road Proximity & Connections; Arterial Road Adjacency	Regional Employment	College & Park Connections	1/4-Mile Proximity to Dedicated Transit	Over 2- 1/2 Miles
Urban Center	4 Community Centers & associated Nbhd. Centers & neighborhoods	(15 - 20) 5-Acre Blocks	Arterial Road Adjacency	Regional Mixed Use & Employment	High School/ College & Regional Park	1/4-Mile Proximity to Dedicated Transit	Over 2- 1/2 Miles



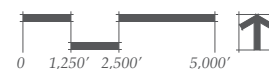
Centers Framework

- Urban Center
- Employment Center
- Community Center
- Neighborhood Center

- Airport
- Special District
- Industrial Special District

- Service Area, 1/2-Mile Radius
- Service Area, 1/4-Mile Radius
- BRT Route
- BRT/ Streetcar Route

Areas of Future Special Study
(Hatched Areas)



Neighborhood Framework

Overview

Residential Neighborhoods make up the majority of place types within the planning area. These neighborhoods feature a carefully integrated mixture of attached and detached housing within walking distance of Neighborhood, Community, Urban and Employment Centers. Neighborhoods vary from townhome communities to traditional neighborhood designs (TND) to single-family conservation communities and active-living adjacent to Sloan Canyon NCA and surrounding the new Mountain Park. A highly connected street system with bike lanes, bike routes, and pedestrian-friendly sidewalks contribute to its multimodal character. If development necessitates that combination of multiple 5-acre blocks, it is recommended that right-of-way be preserved through the site, in order to allow for on-site connectivity, as well as allow flexibility for redevelopment and future inclusion of roadways. Neighborhoods are also planned to provide a wide range of housing choices.

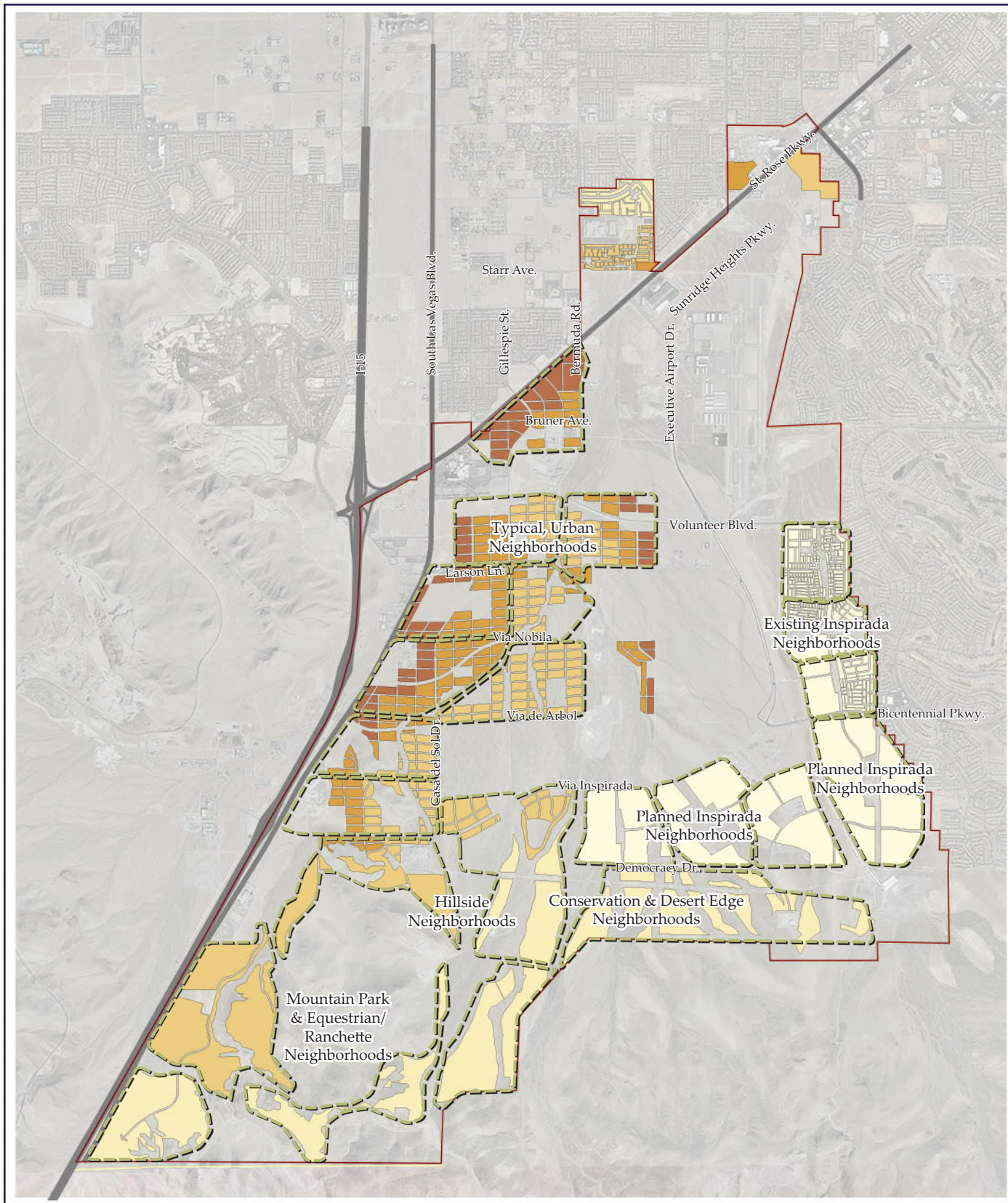
Neighborhoods are places of community pride, strong social fabric, and identifiable qualities found in traditional, grid-based neighborhoods of the past. Design of great new neighborhoods requires the integration of certain architectural elements and sustainability measures, such as a highly walkable network of streets and access to transit connections. Neighborhood amenities include community gardens, pocket parks, multi-purpose trails and civic plazas; a variety of housing options from single-family homes to high density live-work units that promote a balanced community; siting of neighborhood-serving restaurants and retail at the center of the community; and inclusion of landscaping policies to reduce water usage and mimic the native desert habitats.

Design Principles

A typical neighborhood:

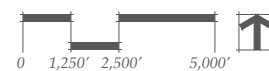
- consists of between 800 - 1,200 units;
- extends between 80 - 200 acres;
- includes areas of higher densities within 1/4 -mile of centers and transit for workforce, senior housing; and
- is centered on a Neighborhood Center with amenities such as neighborhood retail, elementary school, church and/or park components.

Residential Densities	Units/ Acre
Neighborhood Type 1	0 - 4 DU/ Acre
Neighborhood Type 2	2 - 8 DU/ Acre
Neighborhood Type 3	8 - 16 DU/ Acre
Neighborhood Type 4	16 - 36 DU/ Acre



Neighborhood Framework

- Neighborhood Type 4
- Neighborhood Type 3
- Neighborhood Type 2
- Neighborhood Type 1
- Inspirada Planned Community
- Approx. Neighborhood Boundary



Transportation & Infrastructure

Overview

The vision for the transportation system in West Henderson is a connected, multi-modal system. The vision starts with a base layer of a gridded major roadway system, supplemented by a well-connected system of collectors and local streets. By providing a well-connected roadway system with a high number of intersections per square mile and minimal number of cul-de-sacs, drivers have a multitude of driving options, reducing the need for large arterials, which can reduce walkability and the vibrancy of a community; congestion; vehicles mile traveled (VMT); and pollution. Pedestrian crossing times should remain in the forefront when designing roadway widths and intersection treatments.

The West Henderson roadway system is supplemented by a robust bicycle and pedestrian network, that should be buffered along heavily-trafficked roadways through means such as landscaped medians. Along major roadways, such as Executive Airport Drive and Via Inspirada, a trail-like pedestrian and bicycle accommodation would provide a safe, comfortable facility that could easily link to other trails, parks, and schools throughout the community.

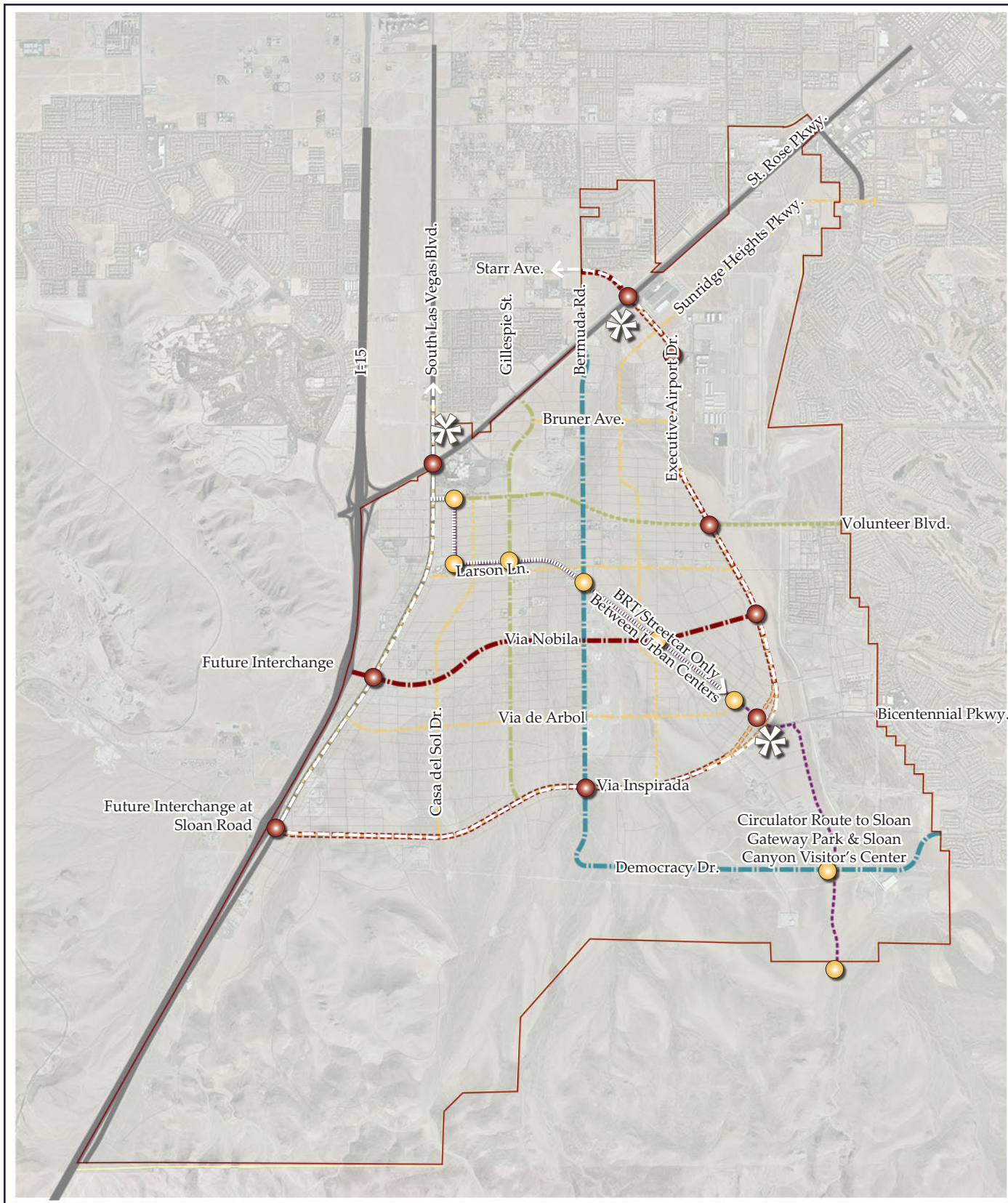
A highlight of the planning area will be a transit corridor, possibly a shared streetcar/ BRT service, bisecting West Henderson diagonally northwest-to-southeast. This corridor will provide a connection between the planned Urban Centers and potential express transit service to Las Vegas. Each transit system extension is modular and able to be phased over time. A circulator from Inspirada Town Center serves the Sloan Canyon Gateway Park.

The BRT along Executive Airport Drive will provide a transit backbone with an exclusive, center-running BRT facility to the Urban Center, with the possibly of extending the BRT down Via Inspirada when densities support ridership. Additional local bus service along such streets as Gillespie, Bermuda, Volunteer, and Via Nobila should be considered to supplement the BRT and parkway-transit corridor.

Design Principles

- Fine grained, connected network of multimodal streets (at least 100 intersections per square mile)
- Approximately 1 mile between major arterials: South Las Vegas Boulevard, Executive Airport Drive/Via Inspirada, Bermuda/Democracy Drive, Volunteer Boulevard, Bicentennial Drive
- Approximately ½-mile between collectors
- Approximately ½-mile spacing for enhanced bicycle lanes, such as buffered (either painted or physical separation from vehicle travel lanes) and cycle tracks. There should be bicycle lanes and bike boulevards on streets between enhanced bicycle lanes.
- Integrate planned bus rapid transit (BRT) route, supplemented by frequent local bus service

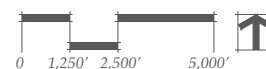
Typical Characteristics	Local/ Enhanced Bus	Bus Rapid Transit
Trip Type	Local / Circulator / Feeder	Commute / Intra-city
Operating Environment	Mixed traffic w/ priority lane	Dedicated transitway/ exclusive ROW
Length of System (miles)	5 - 15	8 - 20
Station Spacing (miles)	0.25 - 0.5	0.5 - 1
Peak Frequency of Service (minutes)	10 - 30	5 - 15
Daily Riders (per mile)	300 - 800	500 - 2,500
Capacity (riders in peak hr. peak dir.)	500 - 1,000	1,000 - 2,000+
Construction Cost (per mile)	\$1 - \$3 million	\$10 - \$30 million
Residential Density (DU/acre)	4 - 15	12 Minimum



Transportation & Infrastructure Framework

- | | | | |
|-------------------|---------------------|------------------|------------------------------|
| Existing Roadways | 4-Lane with Parking | Local Street | BRT Stop |
| 6-Lane Roadway | 4-Lane Roadway | BRT Route | BRT/ Streetcar Stop |
| 6-Lane Roadway | 3-Lane with Parking | Transit-Only ROW | Park-n-Ride General Location |
| 5-Lane Roadway | 3-Lane Roadway | Shuttle to Sloan | |

This illustration conceptualizes a major street network in West Henderson. The Master Streets and Highway Plan will need to be amended in order to adopt any of these alignments, and changes and refinements are anticipated to be made. Please see the Master Streets and Highways Plan for currently adopted alignments. Park-n-Ride locations are generally placed on the map to show ideal locations based on employment, commercial, and residential densities. Park-n-Rides should be located in conjunction with transit facilities and will be determined at a later date with the full consent of the property owner.



Parks, Recreation, Open Space, Trails & Schools

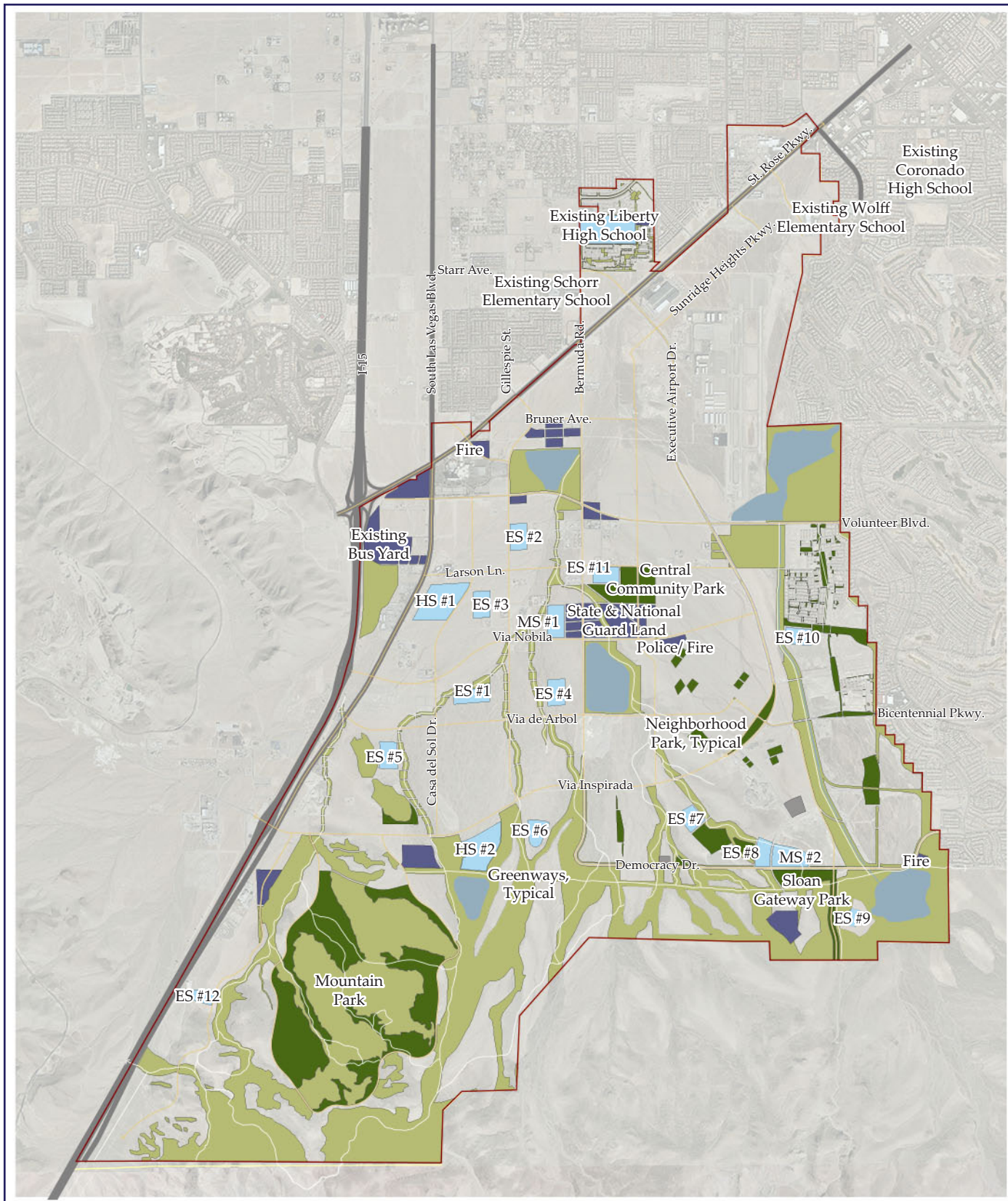
Overview

The West Henderson planning area will be anchored by three great parks, each providing a different experience to help brand and amenitize the area. The southern Mountain Park is oriented at active outdoor challenge sports; amenities could include mountain biking and hiking. The Sloan Canyon Gateway Park is aimed at interpretation and the concept of a living desert. The Central Community Park is aimed at active sports, such as ballfields, etc. Preservation of washes is recommended to preserve natural drainageways. Wash trails are recommended to provide an additional level of connectivity. Greenways are currently depicted with a 100' buffer for washes on lands currently managed by the BLM and with a 50' buffer on privately-owned parcels. This minimum 50' buffer is recommended within the *West Henderson Trail and Watershed Mapping Project, January 2009*. Schools identified on the facing Framework Map were determined based on locally-recognized standards. The quantity and location of schools may change over time in response to development patterns and population densities. School sites should be generally integrated within neighborhoods, especially elementary schools, which are intended to be walkable for most students.

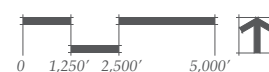
Design Principles

Park Type	Level of Service	General Size	Service Areas: Distance	Service Areas: Time
Regional Park	Mountain Park	Unlimited	N/A	N/A
Community Park	2.75 Acres/1,000	10 – 20 Acres	1 -1½ Mile Radius	20 – 30 Min. Walk
Neighborhood Park	1.75 Acres/1,000	5 - 10 Acres	¼-Mile Radius	5-Minute Walk
Natural Resources	1 Acre/ 1,000	N/A	¼-Mile Radius	5-Minute Walk
Trails	.37 Miles/ 1,000	N/A	¼-Mile Radius	5-Minute Walk
Recreation Center	1.5 SF/ Person	N/A	Within Centers	
Aquatic Center	.25 SF/ Person	N/A	Within Centers	
Dog Parks	1 Site /30,000	N/A	Within Centers	
Skate Parks	1 Site /40,000	N/A	Within Centers	

School Type	Acres	Location	Site Criteria	Service Area
Elementary School	10 - 15 Acres	Neighborhood Center	Access to at least 2 Collectors; high connectivity to surrounding neighborhoods; access to utilities; low conflicts with topography	1/2 Mile
Middle School	20 Acres	Community Center		1 Mile
High School	40 Acres	Urban Center		2 Miles



Parks, Recreation, Open Space, Trails & Schools Framework

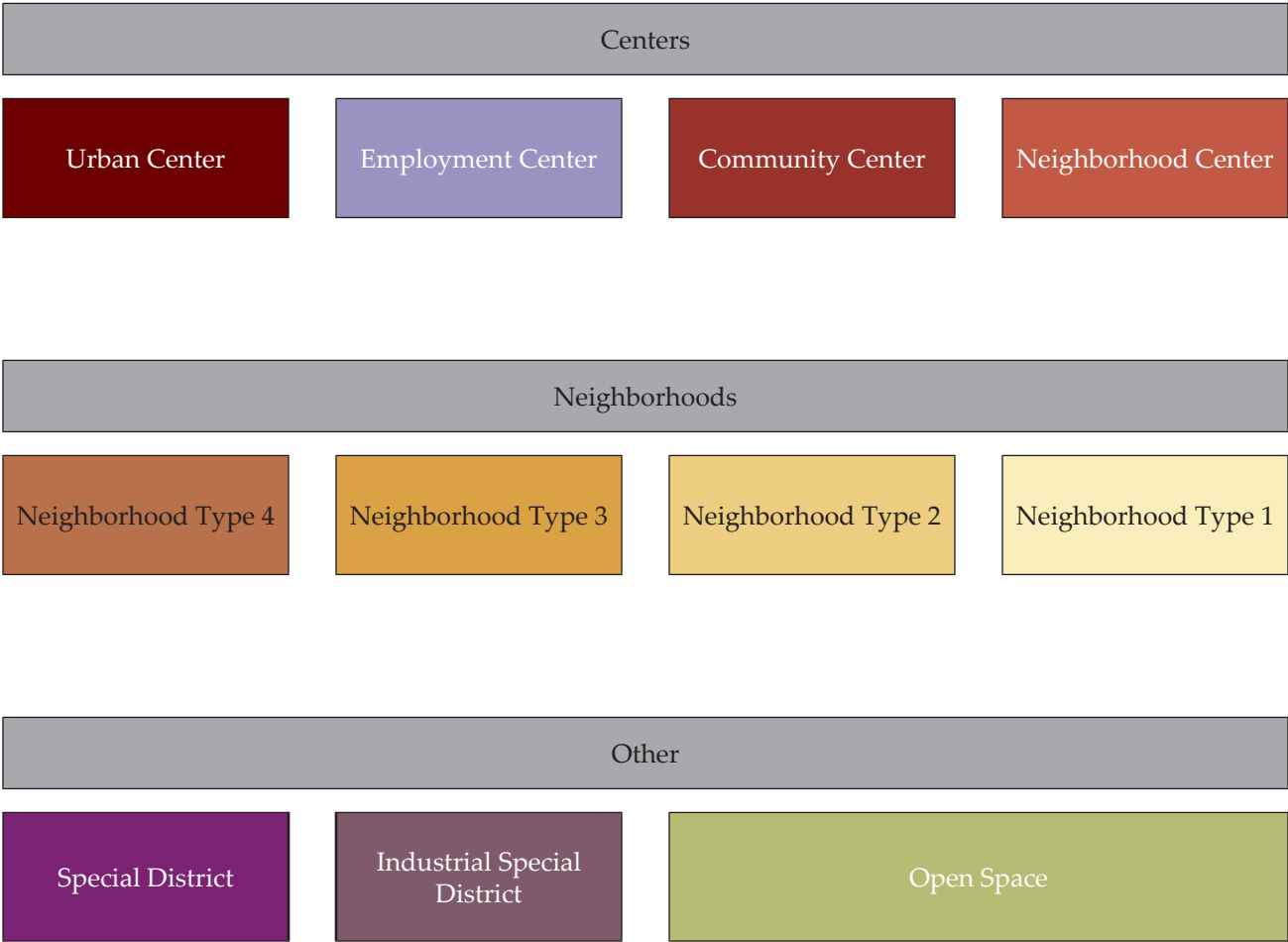


School sites may change as development occurs and as land uses and transportation routes are further refined.

REGULATORY FRAMEWORK

Place Types

The ten place types within the West Henderson Land Use Plan include Urban Center, Employment Center, Community Center, Neighborhood Center, Neighborhood Type 1, Type 2, Type 3, and Type 4, Open Space, and Special Districts. The location and size of each place type should honor the general intent of each framework and the Land Use Plan. Adjustments are expected to be made, but intended uses, connectivity, and general size and locations should be respected.



Urban Centers

Urban Centers are major urban-scale commercial cores as well as a significant employment areas. The Centers are connected to a number of framework streets and contain a diverse mix of commercial, office, residential, and civic uses. They are the most intensely developed area within the planning area.

Oriented around transit service, these centers place residents and employees within a five-minute walk of a proposed BRT route. Future convention, conference, cultural, entertainment, and resort facilities should be located within the Urban Centers. Complementing these Urban Centers are the adjacent Employment Centers and the Employment Corridor along Executive Airport Drive.

The Urban Centers will have varied height buildings, with adjacent areas transitioning from higher density into shorter buildings of medium and lower density at their edges. All buildings should be oriented to the street with build-to lines or minimum setbacks. Required parking should generally be at the back of buildings or on-street.

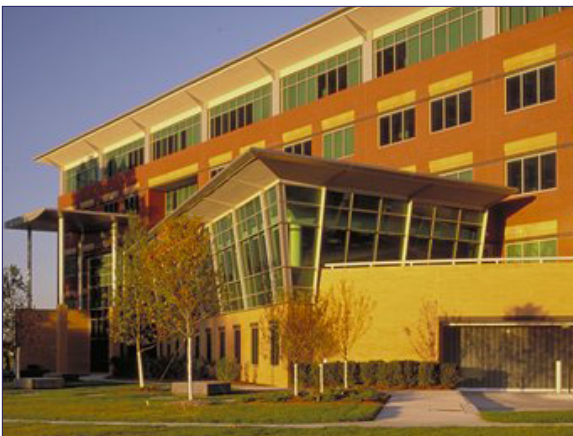
As economics allow, some surface parking requirements should be accommodated in shared parking structures strategically located to support as many buildings as possible.

The Urban Centers should accommodate a wide range of land uses including residential; neighborhood to regional-scale commercial uses; recreation, entertainment and visitor services; medical, health and personal care related services; business, vehicular, financial and personal services; and civic and recreational uses.



General Requirements for Urban Centers

Requirement	Minimum	Maximum
Place Type Size	Per Place Type Map	N/A
Place Type Spacing	4-mile radius	N/A
Street Access	Adjacent to 2 or more Framework Streets; near a regional facility	N/A
Planned Transit Services	Transit center with local & regional connections	N/A
Principle Building Heights	3 stories	Unlimited
Lot Width & Depth	15 foot width; depth N/A	Block width, N/A depth
Floor Area Ratio	1.0	Unlimited
Residential Density	20 units per gross acre	Unlimited



Employment Centers

The Employment Centers are primarily intended as job generators. Employment Centers provide an intense workplace that serves both the City and the larger region. They are intended for businesses that would benefit from proximity to the Urban Centers and the Henderson Executive Airport, as well as the local and regional transportation network. This West Henderson location is extremely accessible as it is served not only by I-15, but also by a proposed BRT route providing convenient connections within and outside the area.

The Employment Centers, while predominately office-based, should also accommodate a variety of land uses to promote employment opportunities including low-impact manufacturing, warehousing, flex space, light industrial uses, research and development, small-scale energy production or transmission, civic services and other similar uses. Secondary uses that support the primary use and do not detract from the area's ability to serve as a primary employment base should be considered when appropriately located and designed. Examples include large-format commercial uses that may not fit in neighborhood, community or urban centers.

General Requirements for Employment Centers

Requirement	Minimum	Maximum
Place Type Size	20 acres	N/A
Planned Transit Services	Transit center with local & regional connections	N/A
Principal Building Height	1 story	Unlimited
Lot Width & Depth	N/A	N/A
Floor Area Ratio	1.0	2.5

Community Centers

Five Community Centers are located within the West Henderson Land Use Plan. These Centers are pedestrian-friendly areas, generally located at transit stations or intersections of arterials, and contain neighborhood-scale commercial, office, entertainment, and civic uses, generally anchored by a grocery store, with attached residential uses in mixed-use buildings and serving as a transition to adjoining residential neighborhoods.

Considerably smaller than Urban Centers, Community Centers serve residents within a 5-minute drive or a 5- to 10-minute walk from adjacent neighborhoods. Access should be provided from alleys and side streets, and shared access is used to avoid multiple curb cuts and minimize pedestrian, bicyclist, and vehicular conflict points. On-street parking should supplement surface parking requirements in order to maximize land available for commercial and residential uses.



General Requirements for Community Centers

Requirement	Minimum	Maximum
Place Type Size	4 acres	40 acres
Planned Transit Services	Local & regional connections	N/A
Principal Building Height	2 stories	5 stories
Accessory Building Height	1 story	2 stories
Lot Width & Depth	15 foot width, N/A depth	Block width, N/A depth
Floor Area Ratio	0.5	2.0
Residential Density	16 units per gross acre	30 units per gross acre



Neighborhood Centers

Neighborhood Centers are an intrinsic part of neighborhoods and, are generally located towards the geographic center of each neighborhood. These centers vary in size, use, and intensity depending on the size and density of surrounding residential uses. In an urban neighborhood, where the number of houses within walking distance is fairly high, they may contain local shops and small offices in addition to civic uses. In other settings only civic and open space uses will form the neighborhood center.

General Requirements for Neighborhood Centers

Requirement	Minimum	Maximum
Place Type Size	N/A	5 acres (per commercial project)
Planned Transit Services	Local & regional connections	N/A
Principle Building Height	1 story	3 stories
Accessory Building Height	1 story	2 stories
Lot Width & Depth	15 feet; depth N/A	Block width; depth N/A
Floor Area Ratio	0.25	1.0
Residential Density	8 units per gross acre	16 units per gross acre

Neighborhood Type 1

Neighborhood Type 1 represents the lowest-density residential neighborhoods within the planning area, and are typically included within the Desert Edge area, adjacent to Sloan Canyon NCA. These neighborhoods would include an undisturbed natural edge, green building technologies, and provide opportunities for recreation and education, and extensive use of best management practices. LEED Neighborhood Design principles as well as energy conservation practices should apply to these areas.



General Requirements for Neighborhood Type 1

Requirement	Minimum	Maximum
Neighborhood Size	800 units	1,200 units
Planned Transit Services	Local connections at 1 mile spacing	N/A
Principle Building Height	N/A	3 stories
Accessory Building Height	N/A	2 stories
Mix of Residential Units		
<i>Residential Detached</i>	100%	N/A
<i>Residential Attached (Up to 6 Du/Ac.)</i>	N/A	N/A
<i>Residential Attached (6 - 12 Du/Ac.)</i>	N/A	N/A
<i>Residential Attached (> than 12 Du/Ac.)</i>	N/A	N/A
<i>Live-Work Dwellings (Up to 4 units per site)</i>	N/A	N/A
<i>Live-Work Dwellings (Over 4 units per site)</i>	N/A	N/A
Lot Width	60 feet	N/A
Lot Depth	100 feet	N/A
Residential Density	N/A	4 units per gross acre



Neighborhood Type 2

Neighborhood Type 2 represents the most predominant place type within the planning area. It features a carefully integrated mixture of 800 to 1,200 housing units located within a 5- to 10-minute walk of neighborhood-scaled commercial, civic or open space uses. The mix of housing types is oriented more to detached single-family units than attached units, but could also include live/work units. Recreational and civic uses should be incorporated throughout each neighborhood, including both active and passive parks and open space; and preschools, kindergartens and/or elementary schools.

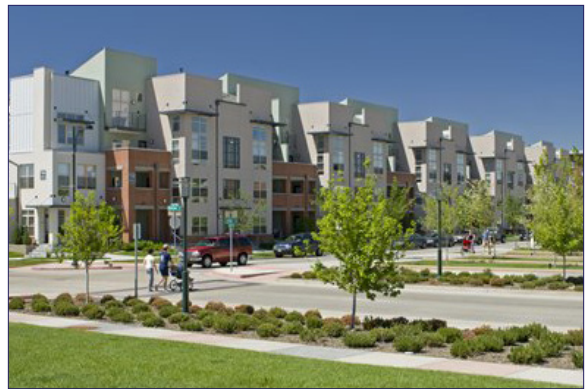
General Requirements for Neighborhood Type 2

Requirement	Minimum	Maximum
Neighborhood Size	800 units	1,200 units
Planned Transit Services	Local connections at 1/2 mile spacing	N/A
Principle Building Height	N/A	3 stories
Accessory Building Height	N/A	2 stories
Mix of Residential Units		
<i>Residential Detached</i>	75%	N/A
<i>Residential Attached (Up to 6 Du/Ac.)</i>	N/A	25%
<i>Residential Attached (6 - 12 Du/Ac.)</i>	N/A	15%
<i>Residential Attached (> than 12 Du/Ac.)</i>	Not Permitted	
<i>Live-Work Dwellings (Up to 4 units per site)</i>	N/A	10%
<i>Live-Work Dwellings (Over 4 units per site)</i>	N/A	5%
Lot Width	25 feet	100 feet
Lot Depth	100 feet	N/A
Residential Density	2 units per gross acre	8 units per gross acre

Neighborhood Type 3

Neighborhood Type 3 is focused on providing a transition from lower-density neighborhoods into the mixed use Neighborhood and Community Centers. They feature a carefully integrated mixture of traditional neighborhoods with residential uses including both attached and detached units, live/work units, higher density complexes, such as assisted living facilities, and multifamily residential buildings; civic uses such as religious facilities, preschool, kindergartens, elementary, and middle schools; recreational facilities including parks and recreation centers; and limited, small-scale commercial.

These neighborhoods are typically located within a 5- to 10-minute walk of Neighborhood and Community Centers. The mix of housing types is balanced between single-family detached units and attached units, and limited ground floor commercial and service uses could be permitted in appropriate areas. These neighborhoods also feature highly-connected street systems with transit facilities, alleys, bike lanes, and pedestrian-friendly sidewalks that contribute to the multimodal character.



General Requirements for Neighborhood Type 3

Requirement	Minimum	Maximum
Neighborhood Size	800 units	1,200 units
Planned Transit Services	Stations at 1/4 mile spacing	N/A
Principle Building Height	N/A	6 stories
Accessory Building Height	N/A	2 stories
Mix of Residential Uses		
<i>Residential Detached</i>	50%	N/A
<i>Residential Attached (Up to 6 Du/Ac.)</i>	15%	N/A
<i>Residential Attached (6 - 12 Du/Ac.)</i>	5%	40%
<i>Residential Attached (> than 12 Du/Ac.)</i>	N/A	20%
<i>Live-Work Dwellings (Up to 4 units per site)</i>	5%	15%
<i>Live-Work Dwellings (Over 4 units per site)</i>	N/A	15%
Lot Width	20 feet	Length or width of block
Lot Depth	N/A	N/A
Residential Density	8 units per gross acre	16 units gross acre



Neighborhood Type 4

Neighborhood Type 4 is focused on providing a transition to from Neighborhood Type 3 into Community, Urban and Employment Centers. They feature a mixture of attached units over detached units, and focus on providing a wide range of housing types for the workforce in close proximity to Urban and Employment Centers. These neighborhoods focus on a more dense, urban housing environment, including a wide range of attached and live/work units; supporting civic and recreational uses such as recreational and senior facilities, urban pocket parks and open spaces, and middle and high schools; and limited, ground-level commercial areas in mixed use buildings.

This Place Type also features highly-connected street systems with transit facilities, alleys, and pedestrian-friendly sidewalks that contribute to their multimodal character.

General Requirements for Neighborhood Type 4

Requirement	Minimum	Maximum
Neighborhood Size	800 units	1,200 units
Planned Transit Services	Stations at 1/4 mile spacing	N/A
Principle Building Height	2 stories	10 stories
Accessory Building Height	2 stories	3 stories
Mix of Residential Uses		
<i>Residential Detached</i>	N/A	25%
<i>Residential Attached (Up to 6 Du/Ac.)</i>	N/A	25%
<i>Residential Attached (6 - 12 Du/Ac.)</i>	25%	N/A
<i>Residential Attached (> than 12 Du/Ac.)</i>	25%	N/A
<i>Live-Work Dwellings (Up to 4 units per site)</i>	10%	N/A
<i>Live-Work Dwellings (Over 4 units per site)</i>	5%	N/A
Lot Width	20 feet	Length or width of block
Lot Depth	N/A	N/A
Residential Density	16 units per gross acre	36 units per gross acre

General Commercial/ Special Districts

Special Districts are intended to serve two purposes. First, Special Districts provide a place within the planning area for commercial and employment land uses that provide an essential function but are incompatible with the surrounding urban form, either through their operations or space needs. These are typically of a use which cannot fit into, or should not be mixed with other types of development in an urban setting, such as industrial operations, distribution centers, or production facilities. Secondly, Special Districts provide a dedicated place type with standards adapted to their individual form. These areas have currently been identified within the Land Use plan as the north and south Limited Transition Areas, and the former, proposed stadium site.

The LTAs are currently defined in the existing Land Use Plan as follows:

“Acquired through the Omnibus Public Land Management Act of 2009, the Limited Transition Areas area envisioned as a “premier business and employment center for the Intermountain West.” The Act provides for the transfer of land from the BLM to the City to be sold for the sole purpose of nonresidential uses and certain public uses. Strategically located near the airport, land uses within the Northern LTA should be compatible with airport noise planning. The 350-acre Southern LTA (Commerce Center) will provide an opportunity for employment and business development to serve not only West Henderson but the entire Las Vegas Valley. Development is guided by the Limited Transition Area Master Plan Overlay and Design Guidelines (October, 2010).

Many of these Special Districts are recommended for further detailed study after the completion of the Land Use Plan. These areas are identified at the end of this chapter under Areas of Special Study.

Framework Streets & Connectivity

Fine Grain Network

The fine grain network establishes the overall connectivity for West Henderson. Connectivity refers to the number of alternative travel routes between any two locations. In traditional suburban road patterns, the shortest route will usually be very circuitous, from cul-de-sac, to collector, to arterial, with few alternative routes available. In a highly connected system, a number of alternative routes will be available, including a number of direct routes.

Connectivity via greenways adds an alternative solution for connectivity throughout West Henderson. Greenways with walking and biking paths should be integrated into the transportation system to connect commercial and retail centers and schools with residential neighborhoods.

To ensure connectivity, submitted development plans, should demonstrate consistency with the fine grain network as conceptually presented in the Land Use Plan. Variations within the network shall be allowed based upon the following three factors:

- Strive for at least 100 framework or local street intersections per square mile
- A through-street should be present every 600 feet minimum, on average, and
- At least 50 percent of dwelling units and non-residential buildings should be within a 1/2 mile of a planned transit stop.

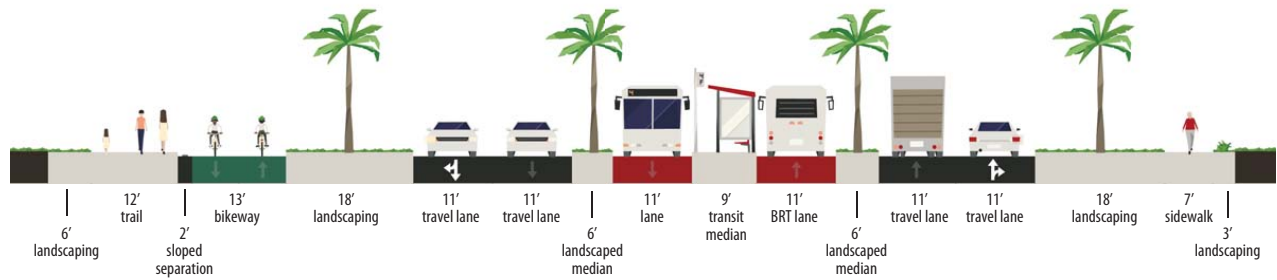
Framework Streets

The Framework Streets, a key part of the transportation network, include those street types that function within the fine grain network, facilitate movement between place types, and include major transit corridors. Development plans should implement the Framework Streets in the approximate locations outlined in the Land Use Plan and the Transportation Framework, in order to achieve the overall connectivity not only within the planning area, but also between the planning area and other regionally-serving roadways. Conceptual enhancements to the Framework Streets, which promote the land use and transportation goals, are illustrated on the following pages.

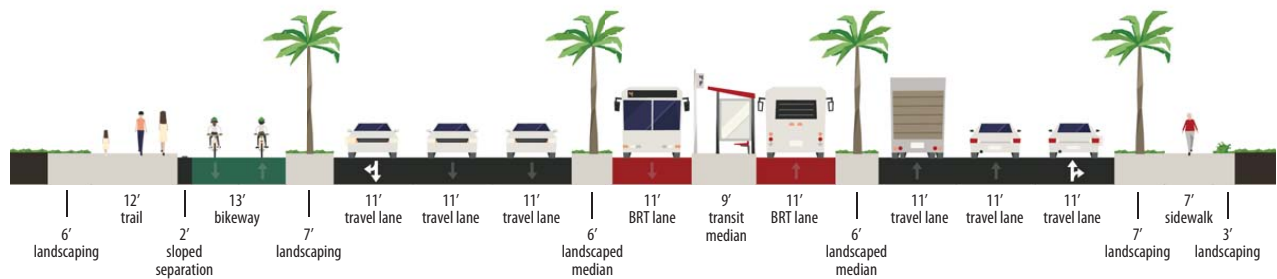


Executive Airport Drive

interim - 166' (facing north)

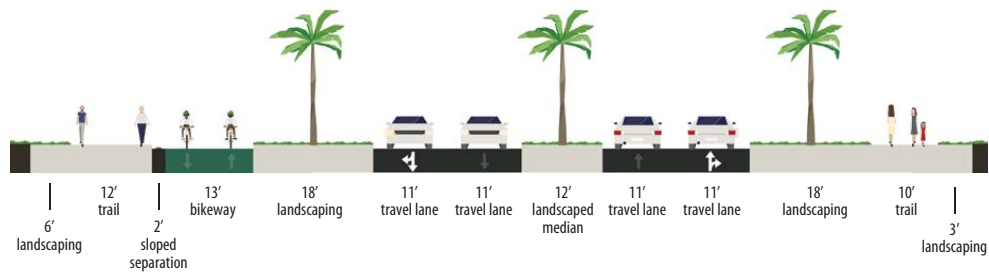


build out - 166' (facing north)

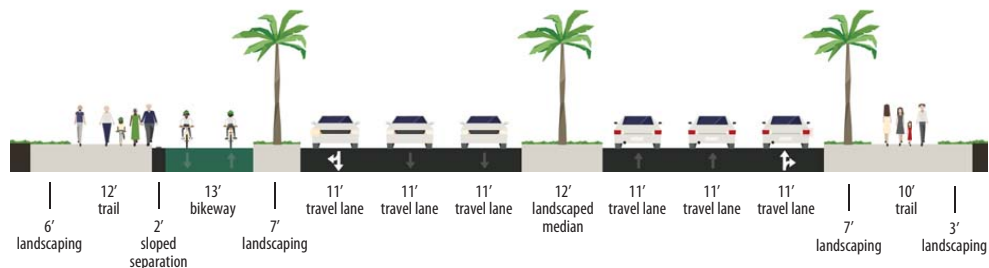


6-lane Roadway

interim - 140' (facing east)

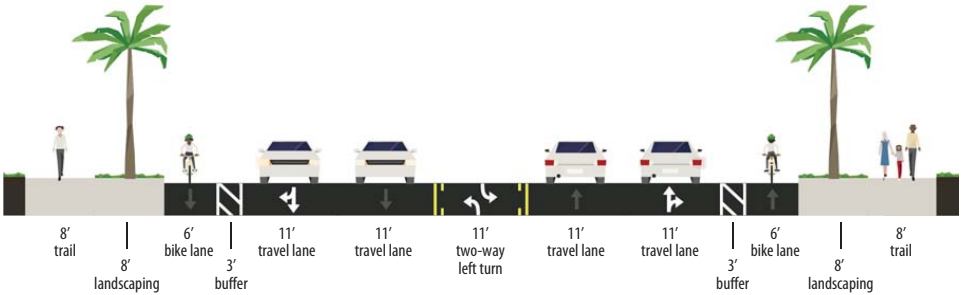


build out - 140' (facing east)



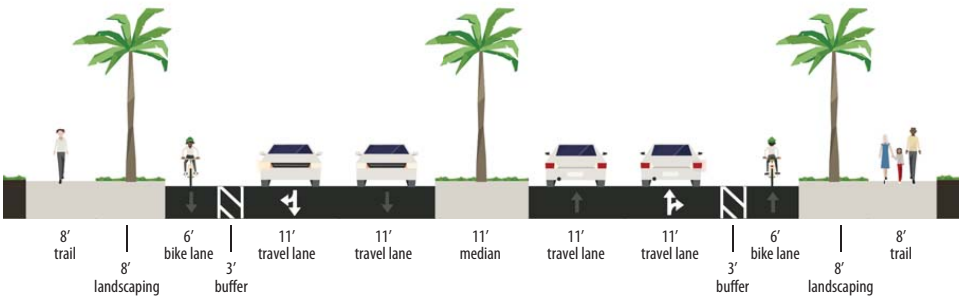
These cross sections conceptualize how desired elements and amenities can be incorporated into the major street network in West Henderson. The Master Streets and Highway Plan will need to be amended in order to adopt any of these alignments or cross sections, and changes and refinements are anticipated to be made. Please see the Master Streets and Highways Plan for currently adopted alignments.

5-lane Roadway

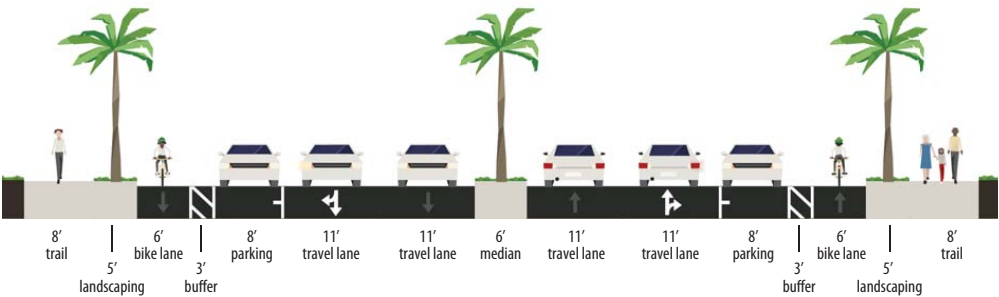


4-lane Roadway

without parking - 105'



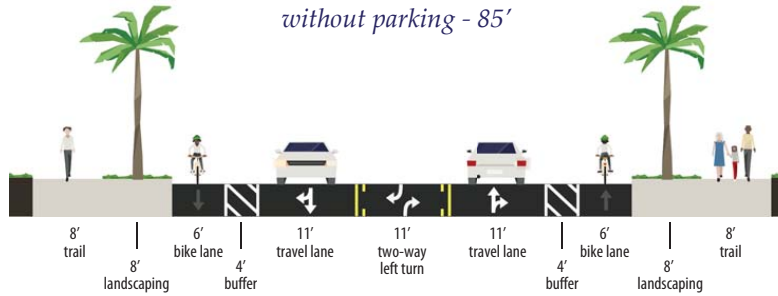
with parking - 110'



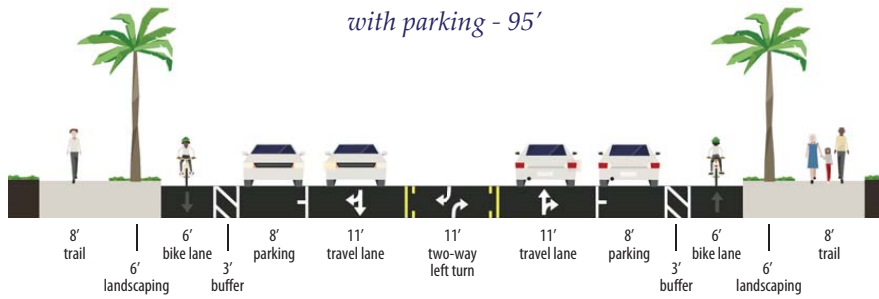
These cross sections conceptualize how desired elements and amenities can be incorporated into the major street network in West Henderson. The Master Streets and Highway Plan will need to be amended in order to adopt any of these alignments or cross sections, and changes and refinements are anticipated to be made. Please see the Master Streets and Highways Plan for currently adopted alignments.

3-lane Roadway

without parking - 85'

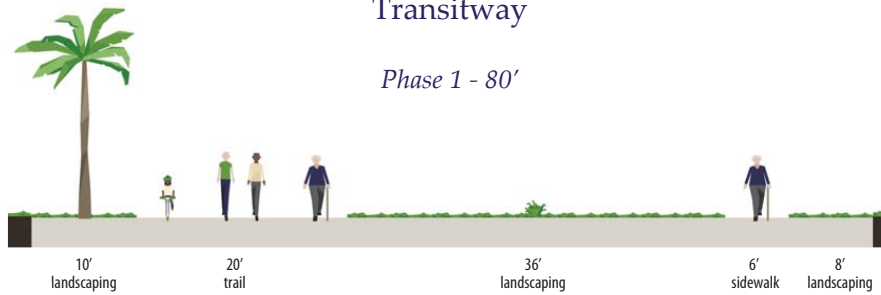


with parking - 95'

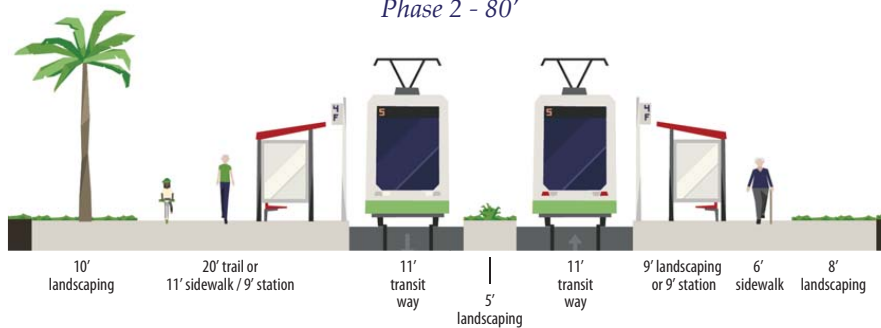


Transitway

Phase 1 - 80'



Phase 2 - 80'



These cross sections conceptualize how desired elements and amenities can be incorporated into the major street network in West Henderson. The Master Streets and Highway Plan will need to be amended in order to adopt any of these alignments or cross sections, and changes and refinements are anticipated to be made. Please see the Master Streets and Highways Plan for currently adopted alignments.

Development Program

The Illustrative Plan on the following page visually describes the spatial arrangement of place types and their relationship to the transportation system. Allocation of the developable areas within the 12,600 acres is shown according to place type in following table, and describes a possible, balanced development program; however, actual development may differ in order to respond to actual market and other conditions.

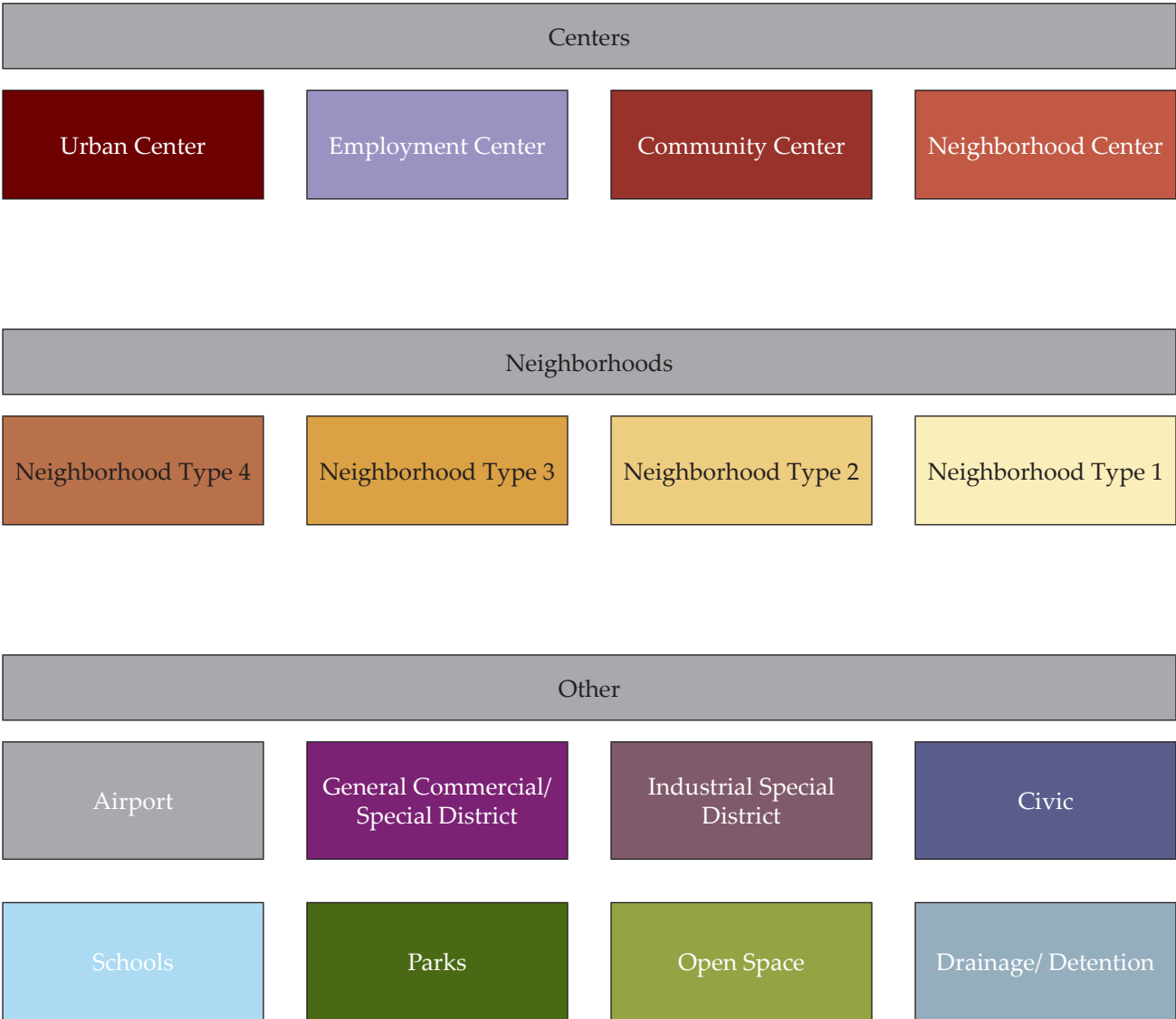
Place Type	Total Acres	Commercial (Square Feet)	Office (Square Feet)	Public/ Civic (Square Feet)
Urban Center	480	1,570,000	2,720,000	370,000
Community Center	40	110,000	130,000	50,000
Neighborhood Center	50	70,000	80,000	390,000
Employment Center	850	930,000	3,240,000	470,000
Special District	490	650,000	220,000	970,000
Industrial Special District	500	140,000	360,000	140,000
Henderson Executive Airport	750	0	0	0
Neighborhood Type 1	840	0	0	190,000
Neighborhood Type 2	1,240	0	0	280,000
Neighborhood Type 3	1,000	0	0	220,000
Neighborhood Type 4	230	0	0	60,000
Total	6,470	3,470,000	6,750,000	3,140,000

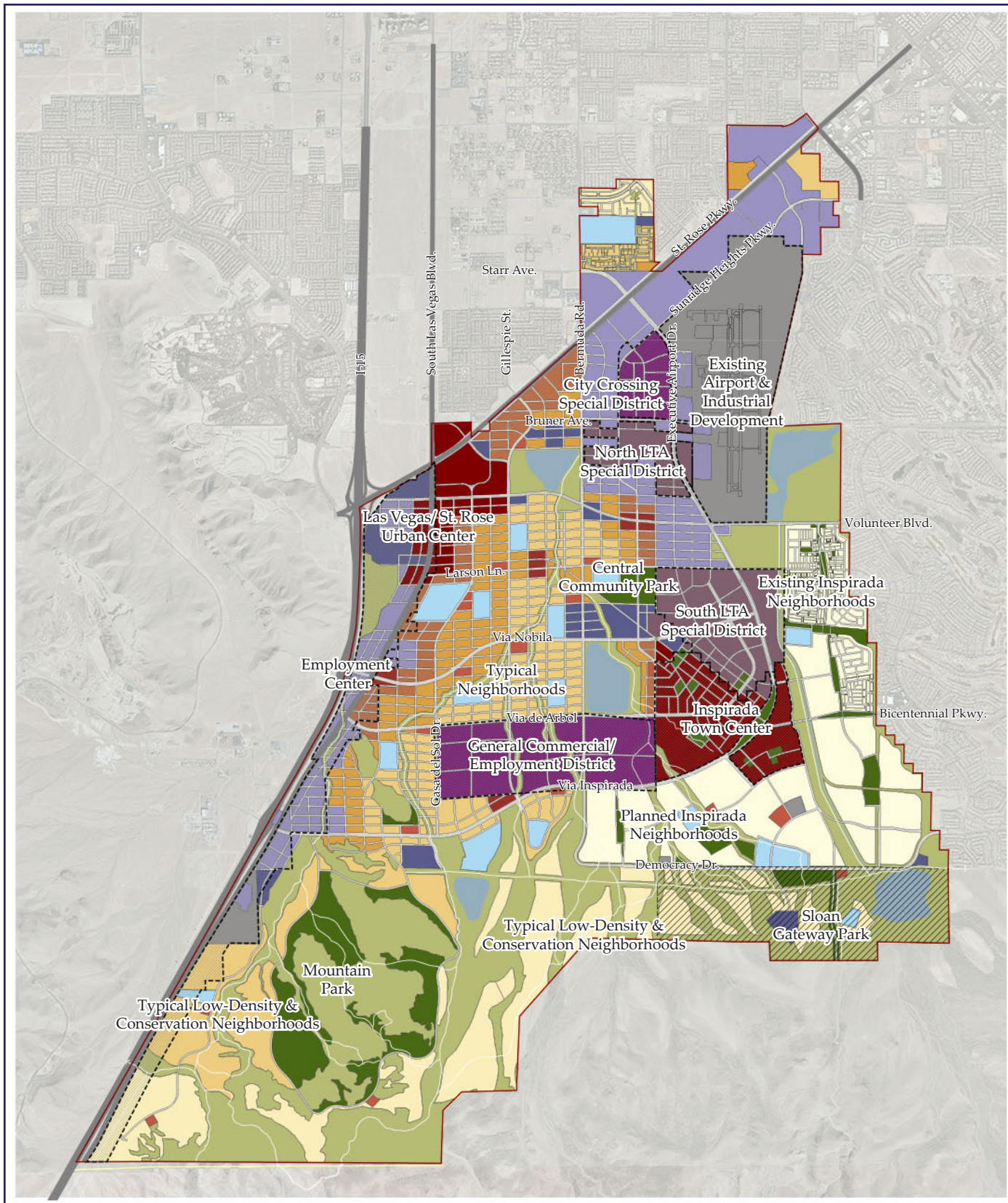
Industrial (Square Feet)	Residential (Units)	Number of Residents	Number of Employees	Job/ Housing Balance
0	4,400	8,800	19,100	
0	260	600	1,200	
0	40	100	2,200	
2,780,000	5,100	11,200	24,400	
330,000	2,800	6,700	7,100	
2,150,000	0	N/A	5,800	
1,640,000	0	N/A	1,100	
0	1,600	4,200	N/A	
0	5,900	15,300	N/A	
0	7,600	19,800	N/A	
0	2,700	7,000	N/A	
6,900,000	30,400	73,700	60,900	2.00

PLACE TYPE MAP (ILLUSTRATIVE PLAN)

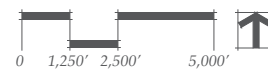
The following map is an illustrative depiction of what the future land use could look like within West Henderson.

The West Henderson Implementation Plan and regulatory framework allows for modifications to both land use and transportation. There are many different ways to achieve the desired future condition with the appropriate land use mix, building program, connectivity, and amenities.





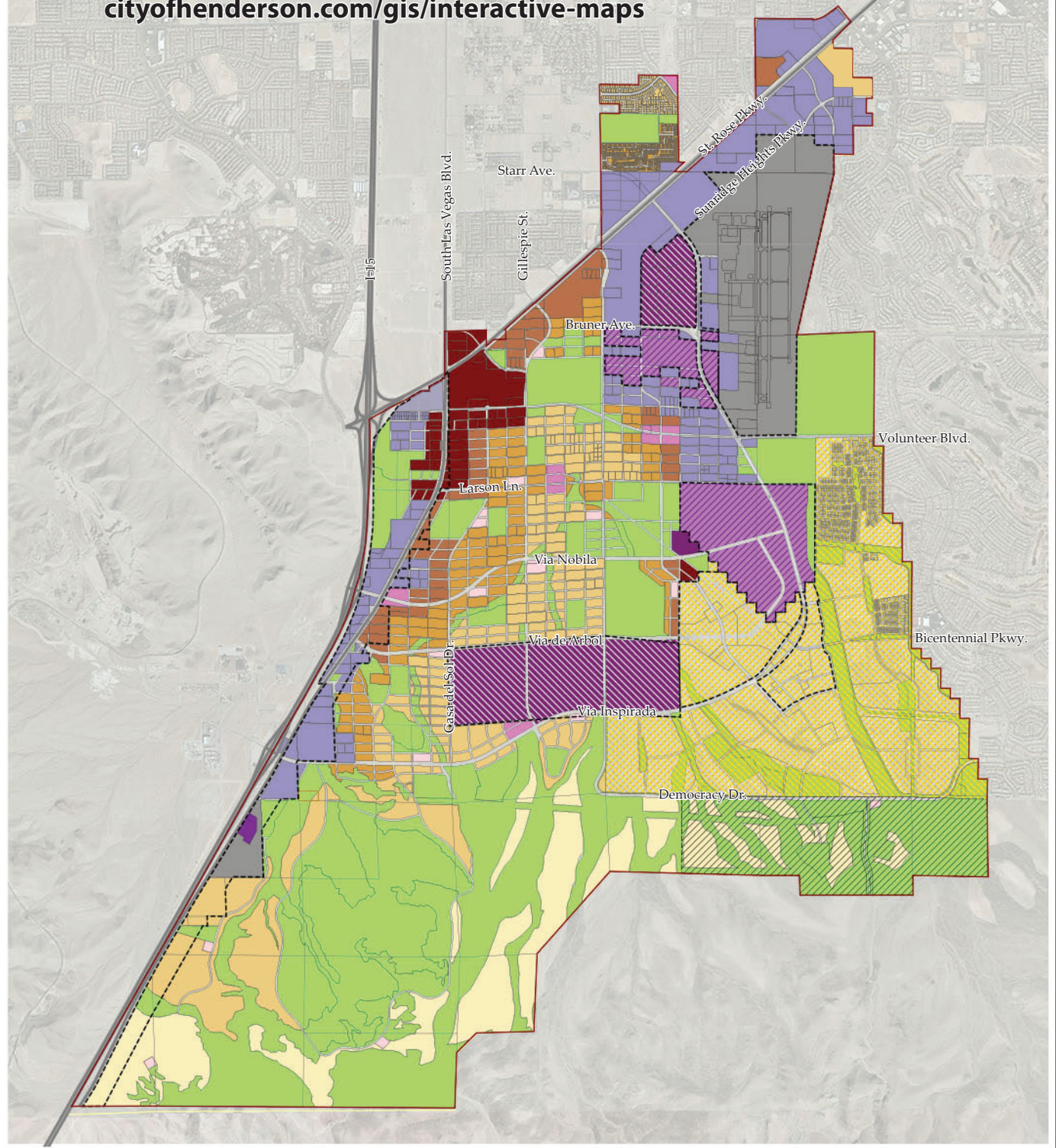
Place Type Map (Illustrative Plan)



LAND USE PLAN

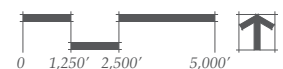
Land Use Category	Zoning Districts	Uses	Characteristics & Location
Urban Center <i>(existing categories TC, TOD, and PS)</i>	CT (Tourist Commercial) CC (Community Commercial) MC (Corridor/Community Mixed-Use) MR (Regional Mixed-Use) RH-36 (High Density Residential) PS (Public and Semipublic)	<i>Primary:</i> Regionally-oriented commercial and entertainment uses; multi-family residential and mixed-use developments <i>Secondary:</i> Trails, parks, and other public facilities	Major urban-scale commercial and employment cores oriented around transit service that contain a diverse mix of commercial, office, residential, and civic uses. Future convention, conference, cultural, entertainment, and resort facilities should be located within the Urban Centers.
Employment Center <i>(existing categories BI, COM, HDR, and PS)</i>	IP (Industrial Park) IL (Light Industrial) IG (General Industrial) CC (Community Commercial) CO (Commercial Office) CN (Neighborhood Commercial) PS (Public and Semipublic)	<i>Primary:</i> Office, flex space, light industrial, light warehousing, manufacturing, and business parks. <i>Secondary:</i> Supporting retail, open space, trails, and other public facilities.	This designation serves as the city's future job base, and should be located to capitalize on transportation and transit infrastructure. The Employment Centers are primarily intended as job generators, including office, commercial, industrial, flex space, and supporting uses.

For the most current land use information, please see
the interactive Zoning and Future Land Use map at:
cityofhenderson.com/gis/interactive-maps



Land Use Plan

- | | | | |
|-------------------------------|---------------------|---------------------------------|---|
| Urban Center | Neighborhood Type 4 | Public/ Semi-Public (Airport) | Sloan Canyon NCA Gateway Plan (black hatch) |
| Employment Center | Neighborhood Type 3 | Public/ Semi-Public | Planned Community (Inspirada, crosshatch) |
| Business/ Industry | Neighborhood Type 2 | Limited Transition Area (hatch) | Special District (white hatch) |
| Commercial | Neighborhood Type 1 | | |
| Neighborhood Commercial | | | |
| Area of Special Study (hatch) | | | |



Land Use Category	Zoning Districts	Uses	Characteristics & Location
Business Industrial (BI)	IP (Industrial Park) IL (Light Industrial) IG (General Industrial)	<i>Primary:</i> Industrial, warehousing, manufacturing, and business parks. <i>Secondary:</i> Supporting retail and office, open space, trails, and other public facilities.	The Industrial category is meant to be in less-invasive areas of the city, typically where regulations are less restrictive to allow typical industrial uses to take place. Surrounding residential should be limited and appropriately buffered from the effects of the industrial use.
Commercial (COM)	CC (Community Commercial) CO (Commercial Office) CN (Neighborhood Commercial) CH (Highway Commercial) CA (Auto Mall Commercial) MN (Neighborhood Mixed-Use) MC (Corridor/Community Mixed-Use) MR (Regional Mixed-Use)	<i>Primary:</i> Commercial services such as banks, restaurants, grocery stores, office complexes, theaters, and repair services. The General Commercial designation is intended to provide a location for more intense commercial uses that will serve a broader population than the immediate neighborhood area. <i>Secondary:</i> Open space, recreational amenities, trails, and other public facilities.	The General Commercial designation should be located at major intersections such as a highway and an arterial street or two arterial streets. They may also be located along major arterial streets.
Neighborhood Commercial (NC)	CN (Neighborhood Commercial) CO (Commercial Office) MN (Neighborhood Mixed-Use) PS (Public & Semipublic)	<i>Primary:</i> High quality office (low rise), neighborhood retail, and neighborhood services. <i>Secondary:</i> Open space, trails, recreational amenities, places of worship, and other public facilities.	Generally located at the intersection of two arterial streets or an arterial street and a collector street, the Neighborhood Commercial category includes retail centers that provide shopping and services to the surrounding neighborhoods and areas.

Land Use Category	Zoning Districts	Uses	Characteristics & Location
Neighborhood Type 1 (from existing categories VLDR and LDR)	RS-1 (Single-Family Residential) RS-2 (Single-Family Residential) RS-4 (Single-Family Residential) PS (Public & Semipublic)	<p>Primary: Single-family detached residences.</p> <p>Secondary: Open space, trails, schools, places of worship, and other public facilities. Appropriate for residents interested in a more open-space lifestyle, custom built homes, equestrian uses, fewer public street lights and sidewalks, and no mandatory Conditions, Covenants, and Restrictions (CC&Rs) or homeowner's associations.</p> <p>Density: Up to 4 units per gross acre depending on zoning category</p>	<p>Generally located in areas near trail access and the mountainous regions around the City, these areas will offer the preservation and development of rural neighborhoods.</p> <p>Modified street sections and a reduction in light pollution (by reducing adjacent nighttime activities and street and house lighting) may be offered to allow for a less urban environment conducive to the pastoral setting residents residing here desire.</p>
Neighborhood Type 2 (from existing categories LDR and MDR)	RS-2 (Single-Family Residential) RS-4 (Single-Family Residential) RS-6 (Single-Family Residential) RS-8 (Single-Family Residential) RMH (Mobile Home Residential) PS (Public & Semipublic)	<p>Primary: Single-family detached residences, single-family attached residences, mobile home estates.</p> <p>Secondary: Open space, trails, schools, places of worship, and other public facilities. This is the broadest category in terms of both land area and allowable density, providing for typical suburban development with considerations for adjacent land uses.</p> <p>Density: Between 2 and 8 units per gross acre depending on zoning category</p>	<p>This designation will be located throughout the city in appropriate areas. Sites adjacent to rural neighborhoods are expected to properly buffer those neighborhoods with lower densities. Projects located around commercial or industrial projects should be properly buffered to protect both the interests of the residents and the business owners.</p>

Land Use Category	Zoning Districts	Uses	Characteristics & Location
Neighborhood Type 3 (from existing categories LDR and MDR)	RS-8 (Single-Family Residential) RM-10 (Medium-Density Residential) RM-16 (Medium-Density Residential) RMH (Mobile Home Residential) PS (Public & Semipublic) CN (Neighborhood Commercial) MC (Corridor/Community Mixed-Use) MN (Neighborhood Mixed-Use)	<p>Primary: Single-family detached homes, single-family attached homes, townhomes, condominiums, patio homes and apartments.</p> <p>Secondary: Complementary uses include parks and recreation amenities. Neighborhood-based commercial activity, places of worship, schools, senior housing facilities and other civic uses could also be located along nearby arterial and collector streets.</p> <p>Density: 8 - 16 units per gross acre depending on zoning category</p>	<p>Appropriate locations for this type of development can be found near more urban areas with activity centers. Landscaped open space should be provided for residents. Neighborhood serving commercial may be permitted as part of a master plan that includes a larger, connected mixed-use development plan.</p>
Neighborhood Type 4 (from existing categories MDR and HDR)	RM-16 (Medium-Density Residential) RH-24 (High-Density Residential) RH-36 (High-Density Residential) PS (Public & Semipublic) MC (Corridor/Community Mixed-Use) MN (Neighborhood Mixed-Use)	<p>Primary: Cluster Housing, duplexes, townhouses, condominiums apartments, and other multifamily residences.</p> <p>Secondary: Open space, trails, schools, places of worship, and other public facilities.</p> <p>Density: 16 - 36 units per gross acre depending on zoning category</p>	<p>High Density Residential should be located in and around urban settings that provide non-residential services to the residents. They are generally found in areas that offer mobility, including along collector or arterial streets or near transit centers. Private recreational facilities should be provided in the project, such as, swimming pools, tot lots, and landscaped open space. Neighborhood serving commercial may be permitted as part of a master plan that includes a larger, connected mixed-use development plan.</p>

Land Use Category	Zoning Districts	Uses	Characteristics & Location
Public and Semi-Public (PS)	PS (Public & Semipublic)	<p>Primary: Parks, libraries, community centers, fire stations, utilities, open space, trails, and other public uses.</p> <p>Secondary: Hospitals, government offices, schools, places of worship, and cultural institutions.</p>	The purpose of this category is to provide community services to the surrounding areas. The location of such facilities is reliant on the character of the neighborhood, community, or region that the particular facility will serve.
Planned Community (PC)	PC (Planned Community)	<p>Primary: Dependent on the final development agreement. This area should develop with ideas and projects that are modern and innovative, following the best planning practices available as the venture moves forward.</p>	Typically found on large tracts of vacant land, the purpose of this category is to ensure comprehensive planning of the area to create efficient and stable developments offering a combination of planned uses. This designation gives maximum flexibility to the City Council and the developer in implementing a development agreement that is in the best interests of the community and provides all the necessary facilities and amenities for the subsequent development of the land.

SPECIAL STUDY AREAS

Within the West Henderson Study Area, six special study areas exist:

Inspirada Town Center

Planned as part of the master planned community of Inspirada, the Town Center is slated to be a primer urban center destination. However, recent ownership changes has left the future of the Town Center in flux. A great urban center is needed to service the planned community as well as the neighboring area of Anthem.

Henderson Executive Airport

The Henderson Executive Airport is a corporate airport located just south of St. Rose Parkway. The airport serves as a relief airport for the McCarran Airport, and has been the subject of land use debates.

Las Vegas Boulevard / St. Rose Parkway Urban Center

Based on the West Henderson development plan and market demand, West Henderson could support an additional urban center. This area already anchored by the M Resort, boasts the high visibility and excellent transportation connections to be ideal location for an urban center.

General Commercial/ Employment District

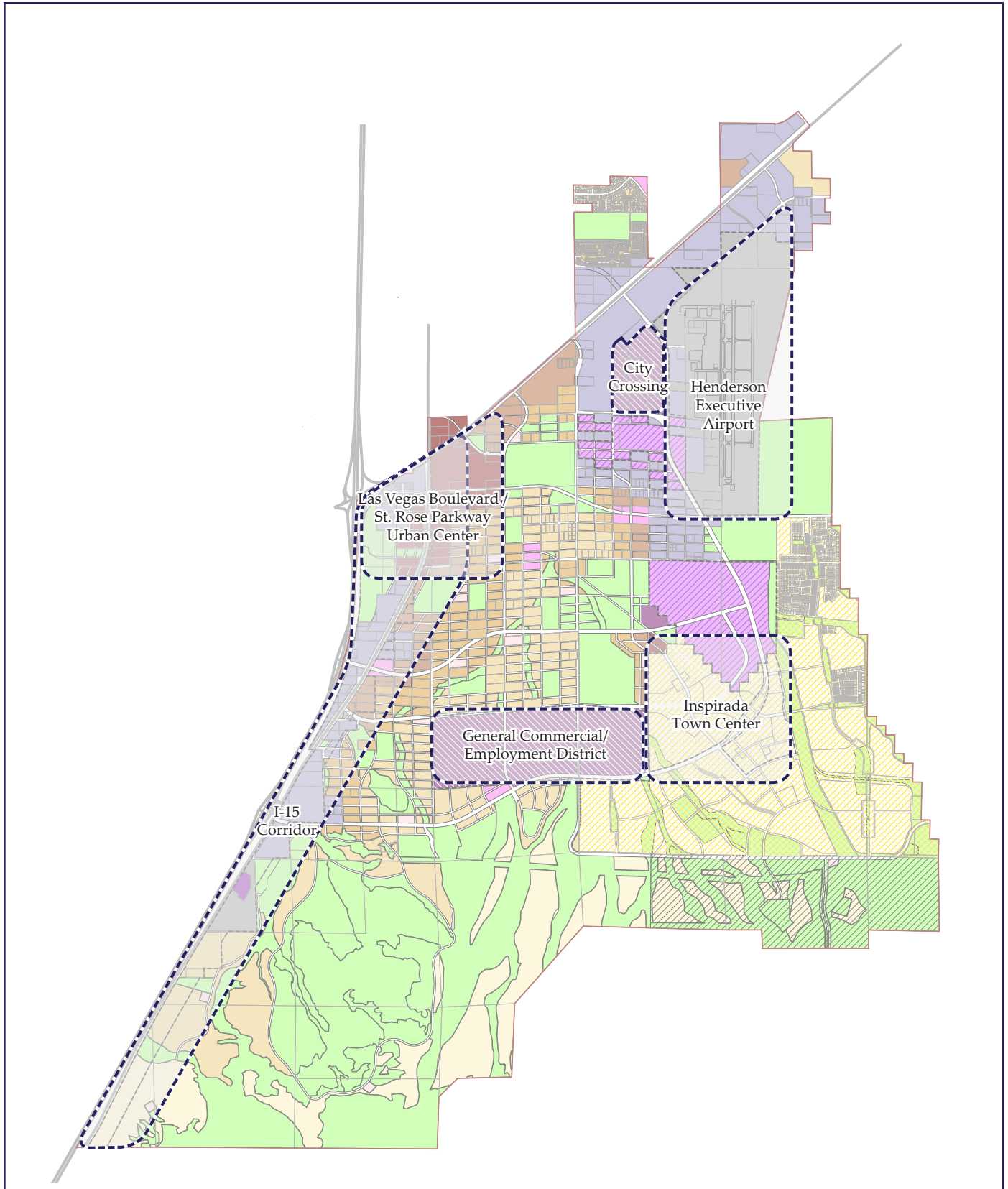
This district is a 480-acre site located along Via Inspirada and adjacent to the Inspirada Town Center. At one time, this area was proposed as a location for multiple stadiums, but its future is now in flux. This area will allow for flexibility in the development of additional jobs and economic development.

I-15 Corridor

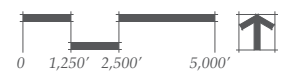
The I-15 corridor is located just west of Henderson's City limits, however, this corridor and the connections to it influence the land use, economic viability, and growth within the City of Henderson.

City Crossing

This once-industrial area had been rezoned to a mixed use commercial project which ultimately did not develop as a result of the recession. The future of this area remains in flux due to a pending change of ownership and the area's proximity to the Henderson Executive Airport and nearby industrial uses.



Special Study Areas



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